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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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1. The cruiser KIROV was frequently seen until 1952 in Lepaya, anchored at the east end of the Naval Harbor, behind the dry docks, and sometimes in the harbor itself (see sketch No. 1, page 7). [redacted] the KIROV [redacted] speed was around 35-37 knots per hour.<sup>1</sup> Its name was painted in large gold letters on its blue-gray sides. None of the warships were camouflaged. The dry dock was lengthened eight m to accommodate the KIROV and the MAKSIM GORKIY. Its displacement was such that it was impossible for the ship to go into the six or seven m deep City Canal. The KIROV was driven by a large screw on the center line and two smaller screws below and along each side of the larger screw (see sketch No. 2, page 7).<sup>2</sup> It had two funnels, two masts, and a rectangular, convex radar antenna at the top of the foremast (see sketch No. 3, page 8). A drop-shaped protuberance, about 1.5 m long and 0.5 m wide and inclosed in stainless steel, was located below the keel, over 15 m from the bow (see sketch No. 4, page 9). This was believed to be a device for detecting submarines. This mechanism could be lowered about 0.5 m, [redacted] Vessels of the STROGIY Class had this device about 12-15 m from the bow. A radio direction finder, with a pipe about 50 mm in diameter and a disk, was located on the navigating bridge of the KIROV (see sketch No. 5, page 9). This pipe was about two m above the deck of the bridge, and it made a circle about one m in diameter when it turned. The direction finder on smaller-type vessels made a circle about 50 cm when it turned. A plate-shaped appliance, resembling the ship's loudspeakers, was located about half way up the mast (see sketch No. 6, page 10). These devices appeared a few years after World War II, before the rectangular radar antennas were seen. Every large vessel had this appliance. The ship had three guns in a triple turret on the stern (see B, sketch No. 3, page 8), two guns in a twin turret on the bow and stern (C), and perhaps three guns of smaller caliber in a triple mount on the bow. There were two guns about the same caliber as (C) on single mounts between the funnels on each side of the ship (D). A gun on a single mount was in front of the armored tower (F). Two antiaircraft guns of the same caliber as those in the harbor were on each side of the vessel between the funnels. These guns had, since 1952, spiral springs about 15 mm in diameter on their front end. Silencers were located on the back end of the guns (sic) (see sketch No. 7, page 10);

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the antiaircraft guns on the MAKSIM GORKIY also had the same type of silencers. Numerous antiaircraft machine guns were on the KIROV. Two lines of rails for the bomb-shaped mines were on the stern. The mines were about one m in diameter. The KIROV had a torpedo firing mount on the deck, between the funnels (G, sketch No. 3, page 8) and one between the rear funnel and the twin turret gun (H). Each was a triple tube mount located on the center line of the vessel, and each was capable of rotating through 360 degrees.

2. The MAKSIM GORKIY was often seen in Lepaya, usually anchored behind the KIROV (see sketch No. 1, page 7). It had two funnels, two masts, and was a little longer and lower than the KIROV. The ship's name was painted in gold on its side. The equipment and armament was about the same as that on the KIROV, except that the MAKSIM GORKIY had guns in a triple bow turret, and its armor was thicker. [ ] the armor at the water line was about 200 mm thick and that it had eight to ten mm plates on its deck. Both vessels had electrowelding equipment. [ ] the Soviets have four more cruisers of the KIROV and MAKSIM GORKIY Class. Their lengths and displacements were said to be between that of the KIROV and the MAKSIM GORKIY. Two of the ships were in Lepaya on trial trips in 1949 and in the summer of 1952. The name of one was ORDZHONIKIDZE.<sup>3</sup> The third was in the outer harbor in Lepaya in the summer of 1952. A fourth was supposed to be under construction in Kronshtadt and was to be completed before 1956. The speed of one of these cruisers was said to be 42 knots. The ADMIRAL MAKAROV, formerly the German NURNBERG, was anchored at the same place where the new cruisers usually moored. All of these ships flew the red flag; the battle flag was blue and white.

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3. There were usually eight to ten vessels of the STROGIY, STROINY, and SPROCHNY type moored in the Lepaya Naval Harbor (see sketch No. 1, page 7). Some of these vessels were formerly German. Their crews totaled 250-300 men and their captain was a naval major (sic). These vessels had two screws and two funnels and the stern was lower than the bow (see sketch No. 8, page 11). A rectangular, convex radar antenna was located at the mast on the forecastle. These antennas were fixed about one m below the top in early 1950. They were later changed to 10 cm below the top and finally, in the fall of 1952, they were placed 0.5 m from the top. These vessels also had a drop-shaped protuberance under the keel, about 12-15 m from the bow (see sketch No. 4, page 9). This apparatus was joined to other equipment inside the ship. All vessels of this type had a plate-shaped appliance about half way up the mast (see sketch No. 6, page 10). The direction finders were about 50 cm in diameter (see sketch No. 5, page 9). Retractable antenna, made from bright metal and about six or seven meters long when extended, appeared on both sides of the pilot bridge since about 1950. New, rectangular, metal boxes, about 100 x 40 x 50 cm, were attached to one of the STROGIY - Class vessels in the fall of 1952. This was believed to be a device to estimate the distance of vessels.

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[ ] four range finders in one of these boxes. They had scales of distances up to 5,000 and 15,000 m inscribed on the dials. The trade-marks on all of these boxes were in Russian. However, one of the Latvian workers by chance found a plate with the "Zeiss-Ikon" trade-mark in the wrapping of the boxes. Latvians were not permitted to handle these boxes. This work was done by Soviet specialists from Leningrad. There were two guns in separate turrets on the stern, with the possibility that one in the rear was a twin turret and the one on the bow a single. Guns of the STROGIY-Class vessels had their bases strengthened with thicker plates in 1952. The bases were said to have cracked in the last war. Two fixed antiaircraft guns, each with four barrels about two m in diameter, were located between the rear funnel and the higher gun. Some vessels of this class also had two antiaircraft guns between the funnels on each side of the torpedo tubes. There were also at least four antiaircraft machine guns, each with one barrel, which could be dismounted from a fixed stand. There were two lines of rails for launching mines on the stern, one on each side of the rear gun. The mines were transported in small dollies which served as anchors after the mines were dropped in the water. The mines emerged to the proper depth by means of cables. [ ] 25 mines in a storeroom on one side of the bottom of the ship. The storeroom had space for five more mines. Some 60 mines could be stored on the ship, if it could be assumed that there was another storeroom on the opposite side of the ship. Artillery shells and torpedoes were each stored in an

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adjacent, separate storeroom. All this ammunition was transported to the deck by an elevator. The mines were bomb-shaped and about one m in diameter. There was a triple torpedo tube mount between the funnels which could rotate through 360 degrees. Some vessels of this class had another triple torpedo tube mount between the two guns on the lower deck at the stern. There were four rectangular depth bombs on each side of the stern. The vessels had armor about six or seven mm on the sides and about the same thickness on the decks.

4. Submarines were anchored in the Naval Harbor, in the Northern Basin, and at four numbered piers built for them (see sketch No. 1, page 7). These numbers were displayed on large signboards. There was room for three submarines on each side of every pier. Submarines were placed in double rows when their numbers exceeded 24. This was the case in 1951 when 32, the largest number ever seen, appeared in the Naval Harbor. The K, L, B, S, and M were the types of submarines seen. Former German submarines obtained after the war, were among these. The K and L Class were the large submarines, the B and S class were the medium submarines and the M class, also called malodki, were the small submarines. The submarines were said to have 4,000 horsepower twin diesels. Snorkels appeared only on the large vessels. Less than half of the submarines in Lepaya had snorkels; however, Soviets were very enthusiastic about it and were installing them very fast.
5. The surface speed of the K and L-Class submarines were said to be 35 knots (sic). Each had three torpedo tubes on each side of the bow and four torpedo tubes on each side of the stern. Ten torpedoes were carried in reserve. The larger of two deck guns was probably located on the bow of the vessel. The plates were from 15-20 mm thick. The captains of these submarines were usually naval majors (sic); they had a crew of about 60 men. 25X1 four light blue "ocean submarines" of different construction but the same length as the K and L-Class submarines. They had large, lower hulls and a flat stern.
6. The B and S-Class submarines had four torpedo tubes on the bow and two on the stern. The hull plates were about 10-15 mm thick. Each of the dry docks could accommodate six submarines of this class.
7. The M-Class malodki was the shortest submarine and largest in number. There were about 10-12 of them at the Naval Harbor.<sup>6</sup> The hull plates of these 30-35-men-crew vessels were about 10 mm thick. Each of the two torpedo tubes on the bow and stern had a manometer. One manometer on the M-class vessel was seen with a maximum dial reading of 5,000 atmospheres.
8. The two submarine tenders in the Naval Harbor were the SMOLNYY and POLYARNYA ZVEZDA. Both were usually anchored between the submarine piers (see sketch No. 1, page 7). 25X1 These vessels, about twice as long as the K and L submarines, were painted blue-gray. They had one funnel and looked like merchant ships. They were charged with providing submarines with torpedoes, fuel, provisions, and steam heat during the winter. The armament consisted of a bow and stern gun and antiaircraft machine guns in a quadruple mount antiaircraft. The crew was believed to be about 200 men.
9. The BO type of minelayers or minesweepers were about 50-60 m long with a rather high deck; they displaced about 1,000 tons. Some of these vessels had a straight and some had a sloping funnel. Several of these 100-man-crew vessels were formerly German. All of these vessels had direction finders and three or four mine-sweeping devices shaped like a cross but with round ends. The device, used for cutting mine cables, was about three m long and two m wide (see sketch No. 9 page 11). Their armament consisted of a bow and stern gun, one quadruple and one twin 20 mm antiaircraft mount, and at least six antiaircraft machine guns. These vessels also had a different type of depth charge thrower on each side of the stern (see same sketch). Their hull plates were about five or six mm thick, and the deck plates were about four mm thick. The foremast had a rectangular, convex radar antenna; this mast was longer than the mainmast. They were moored opposite the submarine landing stages (see sketch No. 1, page 7).

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10. The MO type of auxiliary minesweeper were of light wood construction, about 30-40 m long. Some of these gasoline-powered vessels had no plates on their hulls. They were armed with one bow gun and two removable, heavy antiaircraft machine guns on each side of the vessel. They had three or four minesweeping devices, artillery shell-shaped instruments on the bow, and, like the BO Class, they had no rails (see sketch No. 10, page 12). These vessels had no convex-shaped radar on their masts. A new type of screw was installed beginning in the summer of 1952, on the MO Class, speedboats, and smaller flat-bottom vessels at Plant No. 29 in Lepaya. These screws consisted of four, eight-blade brass, or stainless steel, propellers, about one m in diameter, and built very close together. The propellers were inclosed in a six-inch metal bar welded to the ship's bottom in such a manner that the propeller blades extended only about two inches below the bar. Two screws were fixed side by side at about the middle of the rear half of the bottom. The replaced screws were retained (sic). The Soviets asserted that greater speeds were possible with the new screws. Plans were made to install this screw on all speedboats. [redacted] two MO-type vessels anchored at the new, about 70-m-long pier, built on the southern side of the Northern Mole. About one-third of one of the vessels exceeded the length of the pier. These vessels were moored just south of the BO vessels. 25X1
11. The motor torpedo boats were about 12 m long (sic) and had a speed about the same as the speedboats. They had an artillery shell-shaped appliance on their bow, and they carried two torpedoes (see same sketch). There were usually five or six torpedo boats in Lepaya Naval Harbor. 7
12. The motor gunboats were about 20-25 m long and were wider and longer than the torpedo boats. Their armament consisted of six 20-30 mm guns, one located on the bow and one on the stern, and two on each side of the vessel. One or two of these craft were often anchored in the City Canal at the steel road bridge. Five or six were usually in Lepaya Naval Harbor.
13. Speedboats were about 12 m long. The roof of the cabin was about 150 cm and the front deck was about 80 cm above the waterline. These craft had the same shell-shaped device as the other craft. It was mounted on a tripod about one m high and inclosed in a metal cover, on top of which was a hexagonal screw-like device. This mechanism appeared to be about 15 cm above the roof of the cabin. A hand searchlight was on each side of the roof at the rear of the cabin (see sketch No. 11, page 13). Heavy antiaircraft machine guns with silencers were located on the bow and stern of the vessel. Three or four speedboats were usually in Lepaya Naval Harbor. They were usually seen returning to their base by fishermen in the early morning.
14. Patrol boats were about the same length as motor torpedo boats but much higher than the speedboats. Their rear deck was about 140-150 cm, and their front deck was about 180 cm above the waterline. These gasoline-powered vessels had wooden hulls covered by one mm sheet metal plates. Their speed was less than that of speedboats. Patrol boats were identified by two or three numbers. [redacted] speedboat [redacted] capsized the same time the floating dock capsized. They were armed with a 20 mm bow gun and a removable one-barrel machine gun on the stern. They had crews of six or seven men, and they flew a green and white flag on the stern and a green pennant on the bow (see sketch No. 12, page 13). These vessels were anchored in the Naval Harbor, the outer harbor, and sometimes in the Winter Harbor. There were usually five or six patrol boats at Lepaya. 25X1
15. The landing craft, many of which were acquired from Germany after the war, were identified by two or three numbers (see sketch No. 13, page 14). These craft had flat ends and most of them had two, four-meter-wide ports on each side. A bridge on the bow, some 15 m wide, could also be lowered. The craft were about 35-40 m long, about 15 m wide, and had a draft of about two m when loaded. All of the landing craft had a wooden ledge on each side; there were no wooden ledges on the bow or stern. Four mm hull plates were riveted above this ledge, and about six to eight mm plates were riveted below the ledge. A small box about 0.5 m high was located at the rear of the covered deck. These vessels were manned by seven or eight men when under repair. All repairs were by welding. 25X1

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The speed of these twin-screw craft was about that of fishing boats. Those landing craft had no steering mechanism and had to be guided by the twin screws. Craft of similar construction were non-self-propelled and had no port at the bow. There were as many as three to five landing craft in Lepaya for repair; however, they were based elsewhere.

16. The KOMMUNA submarine salvage vessel consisted of two ships connected by four bridges. Large machine repair shops, with turner's benches, electrowelding, and other equipment, were located in both parts of the ship. Its three arched frames, about 20 m high, led from one hull to the other. Each wheel under the arched frame had a 30 mm metal hawser with a large hook on the end (see sketch No. 14, page 14). Submarines were lifted by hooking these with the clasps located on the vessel's hull, and then raising the submarines by drawing the two front bridges. The bridges were withdrawn after the submarine was raised. Source had heard that the KOMMUNA, anchored between the dry docks in the Naval Harbor (see sketch No. 1, page 7), could lift the heaviest submarine. It had the same length as the KIROV.
17. The target ship TSEL was a former German battleship. It was heavier and higher than the MAKSIM GORKIY. It had a low armored tower, and probably two funnels. The front deck was covered with 50 mm plates and the hull had 200 mm plates between the waterline and the deck. The captain of the ship was heard to say that the rear deck would have to be welded with 50 mm plates and the front hull with 35 mm plates by the summer of 1953. Beams were spaced 0.5 m apart under the 50 mm bow plates. Another armored deck was located below these beams and about two m below the deck plates. Artillery shells fired during practice caused craters about 40 cm wide and 10 cm deep in the 50 mm plates between the beams. The craters were deeper, but the shells never made holes in the 35 mm plates. The shells made no craters on the 200 mm side plates. The target ship returned two or three times without any craters. [redacted] these craters were caused by the heavy coastal artillery. The KIROV, MAKSIM GORKIY, STROGIY, STROINY, and other vessels shelled the TSEL. Only one man remained on board during the shelling; he was protected by a heavy armored bunker under the deck. A former German ship of the STROGIY Class steered the target ship by radar. The ship was used about once a month during the entire year. The ship's commander was a captain first rank who wore three stripes on his cuffs and three stars on his shoulder straps. The TSEL moored between the dry docks and the submarine landing stages, next to the floating dock (see sketch No. 1, page 7).
18. There were no Latvians in the crews of the naval vessels in Lepaya. Many of the naval officers lived with their families in homes at the Naval Harbor and in homes scattered over the entire city. A tour of duty in the Soviet Navy was three to five years.

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[redacted] Comments:

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1. According to available information, the heavy cruiser KIROV was launched in Leningrad in 1936.
2. The KIROV has been reported with two screws in other reports, and with four screws in Jane's Fighting Ships, 1950-51.
3. The ORDZHONIKIDZE is a light cruiser of the SVERDLOV Class.
4. According to available information, there is no SPROCHNY; however, there is a PROCHNY, the ex-German destroyer KARL GALSTEN. The STROGIY and STROINY are destroyers of the SILNY Class.
5. [redacted] the crew of an L-type submarine called their vessel an "underwater cruiser".
6. [redacted] there were approximately five "M"-type submarines at the Lepaya Naval Harbor.

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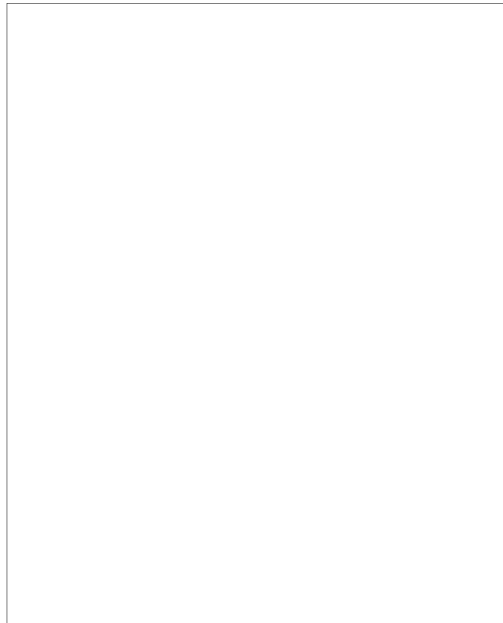
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7. [redacted] the number of motor torpedo boats at Lepaya Naval Harbor has been increased to 15 since April 1952. 25X1

8. According to available information, the length of the KOMMUNA submarine salvage vessel was 315' and the length of the heavy cruiser KIROV was 626' 7".

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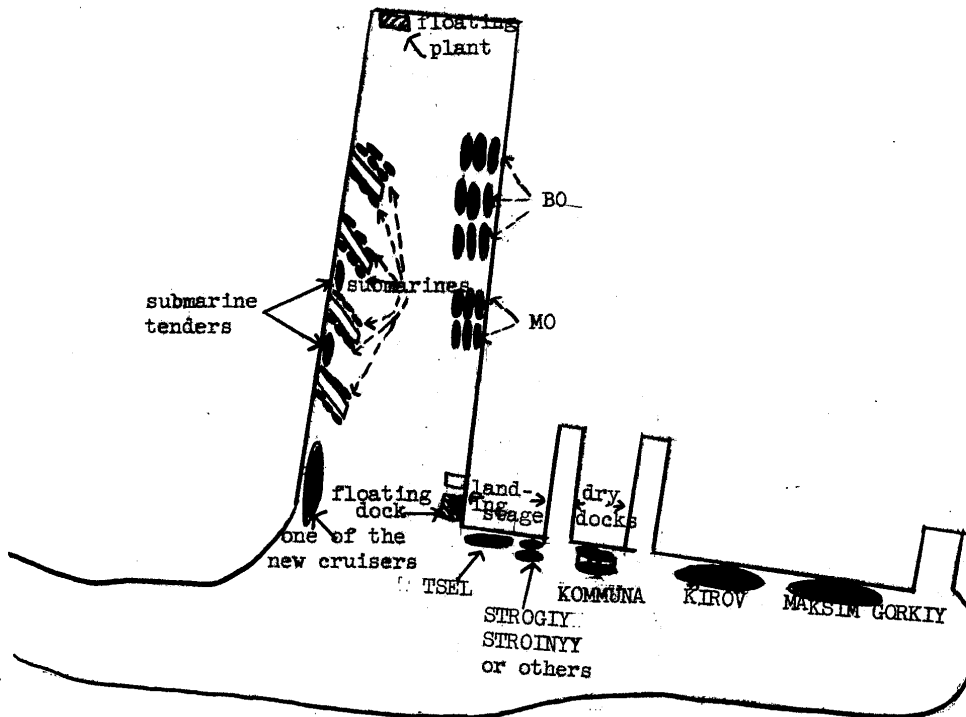
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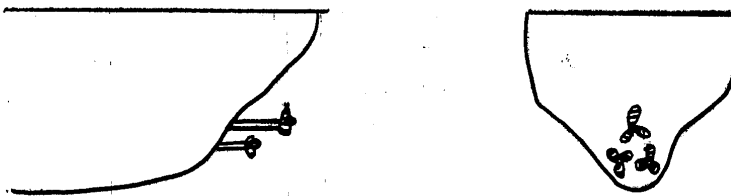
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Sketch No. 1:  
Berthing at the Lepaya Naval Harbor



Sketch No. 2:  
Location of Propellers on the Cruiser KIROV



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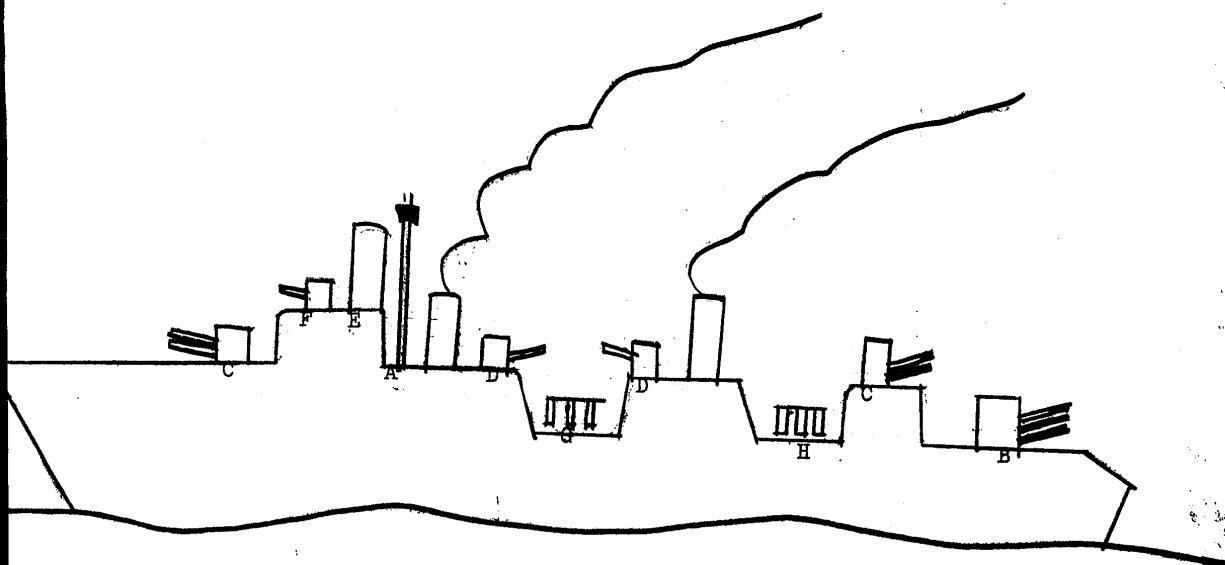
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Sketch No. 3:  
Cruiser KIROV



Legend:

- A - Mast with radar
- B - Guns in triple-turret
- C - Guns in twin-turret
- D - Guns in single mounts
- E - Armored tower
- F - Gun in single mount
- G/H - Torpedo tubes in triple tube mounts

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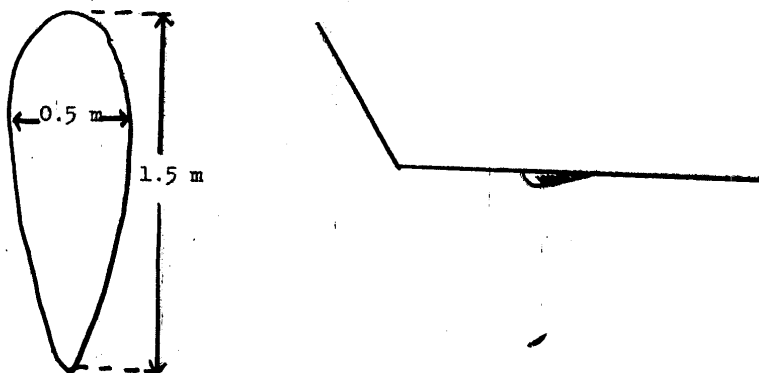
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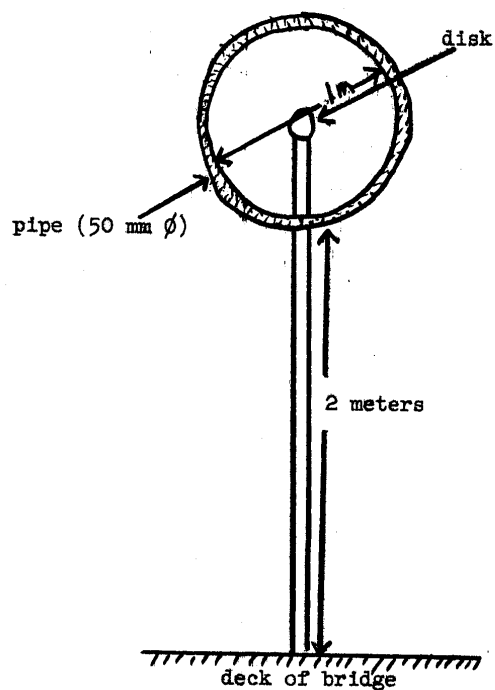
Sketch No. 4:

Protuberance on Keel of KIROV



Sketch No. 5:

Radio Direction Finder on KIROV



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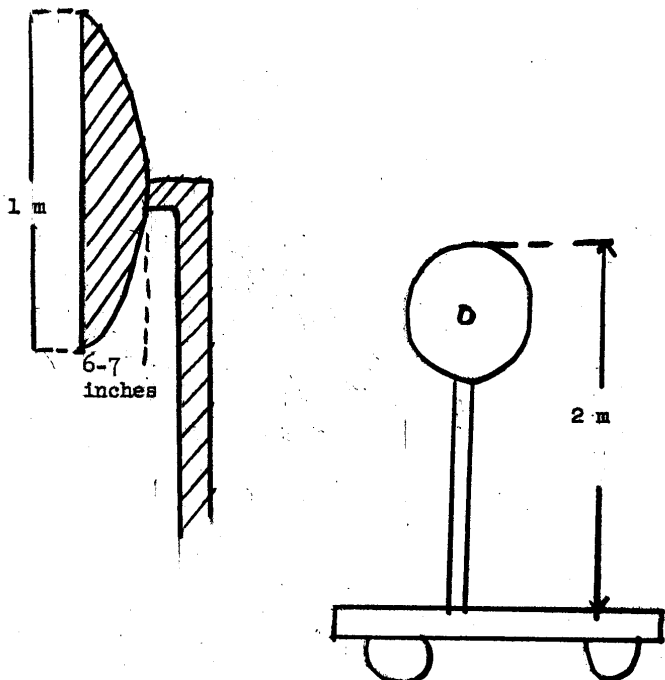
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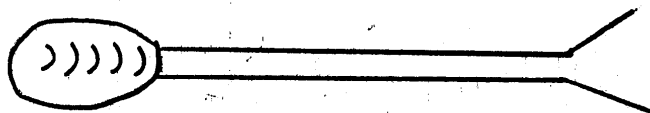
Sketch No. 6:

Radar Antenna on Vessels in Lepaya Naval Harbor



Sketch No. 7:

Antiaircraft Gun with Silencer (sic) on the KIROV



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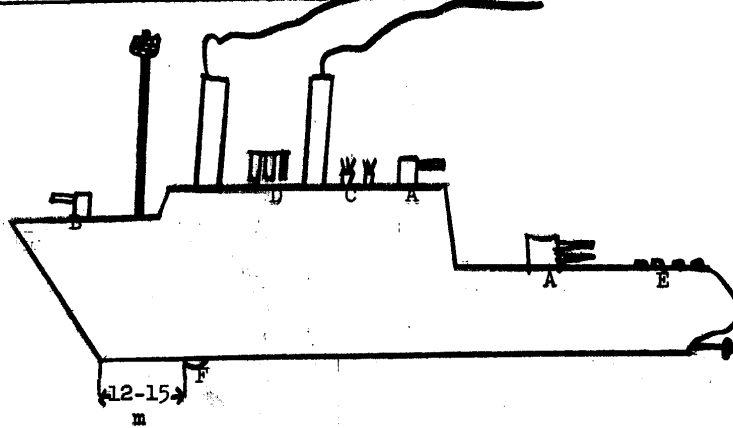
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Sketch No. 8:

STROGIY-Type Vessel Observed in Lepaya Naval Harbor

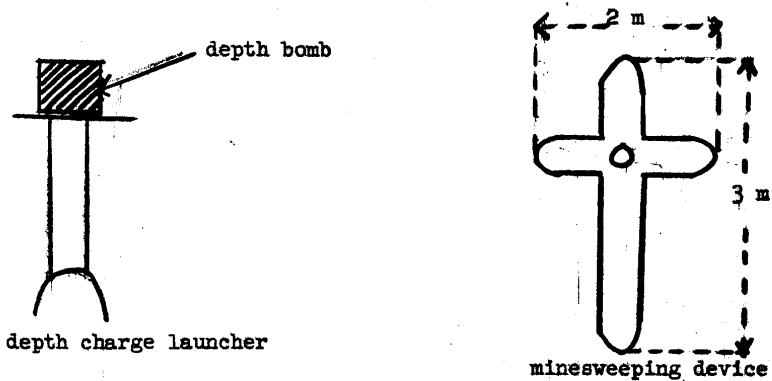


Legend:

- A - Guns in single mounts (or twin-turret)
- B - Gun in a single mount
- C - Two antiaircraft guns
- D - Torpedo tubes in triple-mount
- E - Depth bombs
- F - Drop-shaped appliance

Sketch No. 9:

Equipment on Minelayers in Lepaya Naval Harbor



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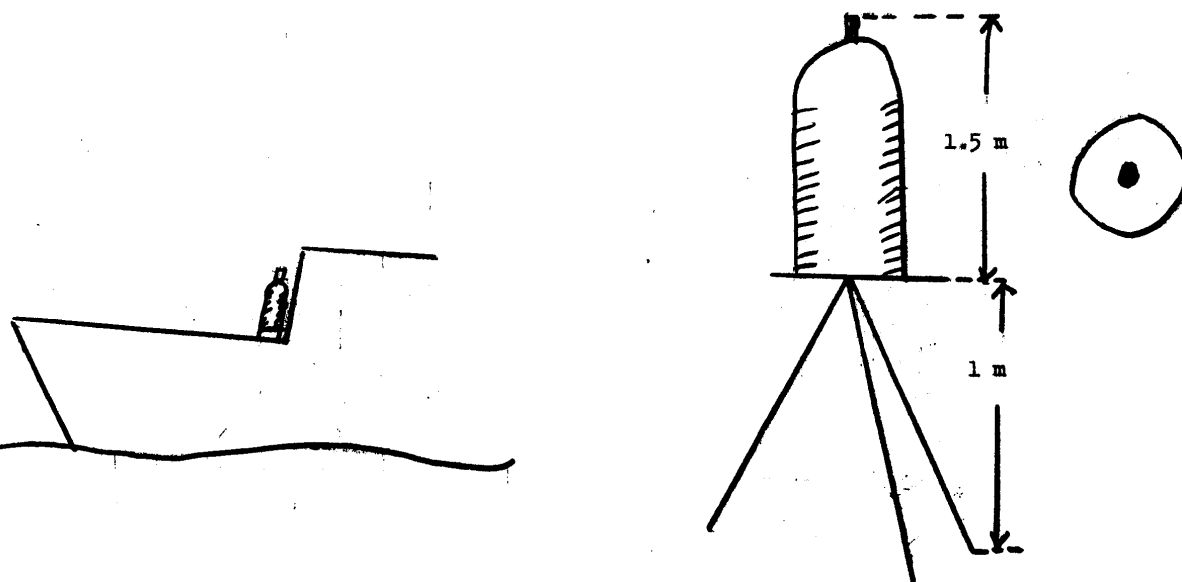
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Sketch No. 10:

Possible AA Device on the Bow of a Soviet Minesweeper



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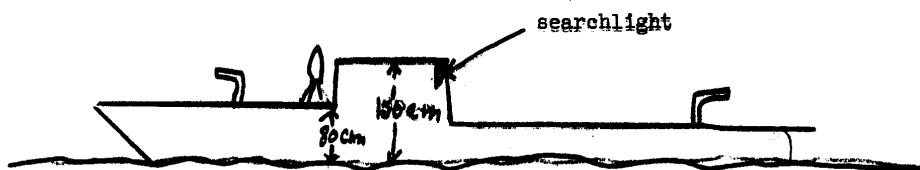
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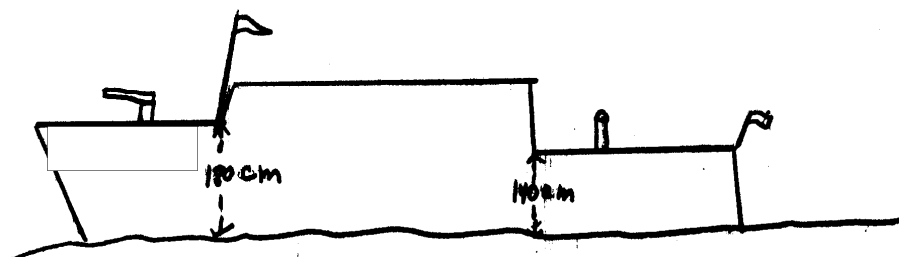
Sketch No. 11:

Soviet Speedboat at Lepaya Naval Harbor



Sketch No. 12:

Soviet Patrol Boat at Lepaya Naval Harbor



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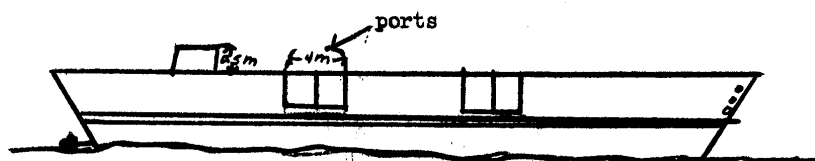
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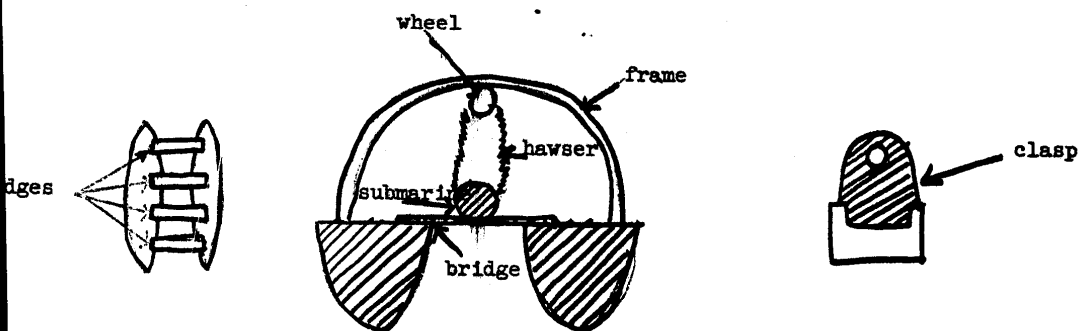
Sketch No. 13:

Soviet Landing Boat at Lepaya Naval Harbor



Sketch No. 14:

KOMMUNA Submarine Salvage Vessel



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